



## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PFRUMERS,  
IMPORTERS AND EXPORTERS  
OF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish the *Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five O'CLOCK will oblige us by once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 18, 1883.

We have received from the Colonial Secretary (Mr. W. H. MARSH) copies of a lengthy correspondence which has, during the last three years, passed between the Lords of Her Majesty's Treasury, the Postmaster General, and the Secretary of State for the Colonies on the subject of contributions claimed from the Eastern Colonies to make good the loss caused to the Imperial Government by the postal contract now in force with the Peninsular and Oriental Steam Navigation Company.

Also a special report by Mr. A. LISTER, our local Post-master General, on the questions raised by that correspondence, and a copy of certain resolutions on the same subject, passed by the Committee of the Hongkong Chamber of Commerce at a meeting held on the 6th inst.

The space at our disposal will not permit us to publish these documents *in extenso*, so we will content ourselves with referring briefly to the salient features of what is certainly a matter of great importance to this Colony.

Up to the year 1877 this Colony contributed nothing towards the loss caused to the Imperial exchequer by the P. & O. contract, the rate of postage to the United Kingdom being then something like 32 cents. In the year just named the rates were re-adjusted, 12 cents and latterly 10 cents being the amount fixed on for the ordinary home letter, when this Colony became responsible for half the additional loss caused by these alterations, the annual amount to be paid by Hongkong being estimated at £3,150. Mr. LISTER points out in his report that the estimated amount has not yet been reached, the last payment, that for 1879-80, only totalling £2,828. On February 1st, 1880, a new contract between the Imperial Government and the P. & O. Co. came into operation, by which the mails have been somewhat accelerated, and in consequence of this somewhat imaginary advantage the Lords of the Treasury, supported apparently by the Postmaster General, propose in a letter written three years ago that the annual share of the subsidy to be paid by this colony should be increased to £13,771. Lord KIMBERLEY, who was at that time Secretary of State, acknowledged the justice of the principle that the total loss incurred by the postal contract should be shared in equal proportions between Great Britain and the Colonies concerned, but very properly declined to call upon the Colonies "to provide the sums assigned to them respectively in the calculations made by the Post-

master-General." These calculations, it may be noted, set down the amounts to be paid by the Eastern Colonies as follows:—Ceylon £2,721, Straits Settlements £7,071, and Hongkong £13,771. Eventually Lord KIMBERLEY submitted, considering the Colonies had no voice in the settlement of the contract, and were not in any way dependent on the mail service, and under all other circumstances, that if Ceylon, the wealthiest and most populous colony, were called upon to contribute £2,700 per annum, the contribution to be asked for from Hongkong and the Straits Settlements should at least not exceed that amount. After this the business was conveniently pigeon-holed at the Treasury for over eighteen months.

On the 13th January, 1882, the question was re-opened by a letter from the late Lord F. CAVERNDISH, who reminded the Secretary of State for the Colonies that nothing had yet been paid by the Colonies, and modestly inquired whether any contributions were likely to be forthcoming during that year. After some further correspondence Lord KIMBERLEY agreed to invite the governments of Ceylon and the Straits Settlements to make total contributions of £1,400 and £6,000 respectively, and with regard to this Colony said:—

"In the case of Hongkong, however, a much more considerable sum is involved, and considering that the Colony was not consulted, at the time when the Contract was made, as to contributing to the subsidy, and that there are numerous steamships to and from the Colony, which, as far as the interests of the Colonial community are concerned render a subsidy unnecessary. His Lordship cannot undertake to press the Colonial Government to provide a contribution. His Lordship is nevertheless prepared to direct the Governor to propose to the Legislative Council an annual contribution not exceeding £6,000." Even to this liberal concession "My Lords" raised objections, and thought that the £6,000 should at least be increased by the £3,300 gained by the Colony from the relief of half the additional loss due to its having joined the Postal Union. Lord DEAN, on the 18th of last January, forwarded the whole of the correspondence to our local Executive for consideration by the Legislative Council, merely expressing the opinion of Her Majesty's Government, that the important Colonies served by the present contract should contribute a moderate amount towards the heavy cost which it entails."

In his special report Mr. ALFRED LISTER traverses the pleas urged by the Treasury in favor of its proposals, and after pointing out that to pay even the £6,000 suggested by the Secretary of State would leave the Colony working the post-office at a considerable loss, remarks that there would seem then to be four courses open to the Colony, as follows:—

(a) To ask for a re-consideration of the question by the Imperial Government.

(b) To pay the £6,000 asked for by the Secretary of State and accept the loss on the Postal Service.

(c) To pay the £6,000 and revert to the old 1s. 3d. (30 cents) rate of Postage to the United Kingdom only by both British and French packets in order to raise the sum required.

(d) To decline either to despatch or to receive by the P. & O. packets.

Mr. LISTER is of opinion that if the whole of the details connected with our postal arrangements were fully explained, that a contribution of £3,000 or £3,500, fixed, and irrespective of accounts, would be accepted as a discharge of all claims. The other courses, named above, whilst admitting them possible, he cannot recommend. In concluding a very practical and clearly written report Mr. LISTER suggests that the correspondence be forwarded to the Chamber of Commerce before any decision is arrived at. We presume that before a reply is returned to Earl DEAN, the whole question will be thoroughly discussed in the Legislative Council.

The views of the Committee of the Chamber of Commerce, which we thoroughly endorse, are contained in a letter written by Mr. F. BULKLEY JOHNSON, to the Colonial Secretary, on the 14th instant, which reads as follows:—

"I have the honour to acknowledge the receipt of your letter No. 952, dated the 28th ultmo, together with a letter from the Postmaster-General relative to a proposed increased contribution by this Colony towards making good the loss caused to the Imperial Government by the Postal Contract to China now in force."

"The letter and its enclosures were carefully considered at a Committee Meeting held on the 9th instant, when the following resolutions were passed:—

"1st.—That the surplus revenue derived from the Post Office in Hongkong, notwithstanding that the rates of postage are higher than those charged by the French Post Office in Shanghai on correspondence by Messageries boats, being only £3,000 annually, it is manifestly impossible for the Post Office to bear the increased burthen which the proposed impost would throw upon it."

"2nd.—That the question is now agitated among the mercantile community as to the policy of subsidising any line of steamers between this Colony and Europe, considering the numerous means of direct and speedy steam communication now available."

"3rd.—That in the event of any further payment being required from the Colony towards the cost of the subsidy, the means could only be obtained either by an increase of the rates of postage, or from some other branch of the revenue of

such as stamps, which would enhance the taxation on trade, already too onerous, and the Chamber protest in the strongest manner against the proposed measure, and still more against any retrospective payment on account of the mails."

"As regards any increase in the rates of postage, the Committee would observe that such a measure would be most impolitic and unjust, and not likely to have a successful result in augmenting the postal revenue. British mail steamers are exposed to competition from numerous fine lines of steam communication, which would be glad to carry the letters of this Colony for half the rates now charged and were an increase resolved upon there would be nothing to prevent the private sending their correspondence by private steamers to Saigon to be posted there for Europe, a course which would deprive the Colonial Government entirely of the revenue derived from the French mail service."

"The Committee also desire to point out that in the statement showing the division of cost and apportionment of the loss on the service, the share falling to Hongkong and Shanghai is set down as £20,000, which amount the Chamber submit should be deducted from £36,000, and the balance charged rateably against this Colony."

## TELEGRAMS.

LONDON, 15th, June 1883.

## THE DYNAMITE FIENDS.

Four dynamiters have been sentenced to imprisonment for life, and the rest were acquitted.

## BASUTOLAND.

The Secretary of State for the Colonies, in reply to a question, said that a despatch has been sent to the Cape to the effect that the British Government would resume the government of Basutoland on certain conditions.

## LOCAL AND GENERAL.

A REGATTA was held at Pagoda Anchorage on the 14th instant.

H.I.G.M. corvette *Leipzig* arrived at Kobe from Yokohama on the 8th inst.

The return visitors to the City Hall Museum for the week ended 17th June, were:—European 157, Chinese 1,814; total 1,971.

Advice from Manila states that Chiarini's circus will leave there for Hongkong by the *Jorge Yuan*, either to-morrow or Wednesday.

We learn from our Foochow correspondent that the tea market at that port was opened on the 11th inst. The *Glengleas* was fully engaged at 4.10 when our report left, and was expected to leave yesterday, the 11th inst. The "Glen" people must have worked the oracle cleverly to secure such a handsome freight, as there are no fewer than ten more steamers on the berth, which will probably have to accept £3 or even less, through rates from Foochow to London by the P. & O. S. N. Co.'s steamer *Rohilla* having been circulated on the 13th at £3.10 per ton.

SAYS the Shanghai *Courier* of the 11th inst.—The *Triumph* is still badly ashore near the Aetcon Buoy, below the Langshan Crossing. Captain Popp was pilot, and we hear the accident happened through something going wrong with her steering gear. The steamer *Kungwo* left Shanghai on Saturday night to lighten the *Triumph*, the *Rocket*, steam-tug, having returned that day. The *Fathoy*, steam lighter, and two lorcha have also gone to the stranded steamer. When the *Shanghai* passed down this morning the *Triumph* was still on shore, with the *Kungwo* along side of her.

There is a newspaper proprietor in N.Z. whose name deserves immortality. Six months ago he engaged a stout youth to work the old mangle he uses as a press. The lad toiled as hard as a galley-slave, but got no money, so at last he asked for a settlement for his half-year's labour. "All right, my lad," blandly replied the boss, "have you any money? You owe me £2 12s." The enterprising disseminator of news had "stuck up" the young man's board at the nearest "pub" for 15s. per week, and gave him credit for 13s. wages. There had been no agreement, and the youth was "had" properly—so also was the publican.

A CORRESPONDENT writes to the *Amoy Gazette* on the 11th inst., as follows:—On Saturday evening, when the noisy Chinese revelry in honour of the dragon god was subsiding and the sound of racing boats and shouting crowds was dying away upon the ear, a festivity of a less ostentatious but no less hearty kind was being inaugurated at the Masonic Hall, Koolanglo. The occasion was the centenary meeting of the Corinthian Lodge of Amoy No. 1866, E. C. The Lodge was opened at 9 p.m. and at 9.30 the brethren sat down to a substantial dinner. When this had been done full justice to, Wor. Master C. O. Kopp, rose and gave the toast of "Queen and Craft," which was duly responded to by Wor. Bro. R. J. Abbott. Wor. Bro. Bain then gave "Success to the Corinthian Lodge on their completion of their centenary," which was acknowledged in suitable terms by Wor. Bro. Nicholls, who in his turn proposed "The Mother Lodge and Visitors" which was duly acknowledged by Wor. Bro. Layton the Wor. Master of the Ionic Lodge, and in turn proposed "The Masons of Hongkong, coupling it with the name of Bro. J. S. Moses, as their representative" which was acknowledged in suitable terms by Bro. Moses. The health of the ladies was then drunk, and as Bro. Jenkins proved to be the youngest Mason present, the onerous duty of replying devolved on him. He was found however amply equal to the task. A variety of toasts then followed, the intervals being filled up with enlivening songs and conversation, until the hand of the clock was seen to be close on 12, and Bro. Lewis rose to propose the final toast "The Tyler." This was drunk with mixed feelings and the party then reluctantly proceeded to break up. Enjoyable as these gatherings always are, the present one seems to have been marked by more than usual hilarity, and it will be some time before the pleasant recollections connected with it fade away from the minds of those who had the fortune to be present at it.

"5th.—That the surplus revenue derived from the Post Office in Hongkong, notwithstanding that the rates of postage are higher than those charged by the French Post Office in Shanghai on correspondence by Messageries boats, being only £3,000 annually, it is manifestly impossible for the Post Office to bear the increased burthen which the proposed impost would throw upon it."

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CHARLES COURTNEY, second mate of the American bark *Fanny Skofield*, was sent to his ship by Mr. Wodehouse this morning as a straggler.

THE American ship *McLaurin* goes over to the Cosmopolitan Dock to-day, and the British steamer *Ascalon* will go round to Aberdeen tomorrow. The steamers *Hongkong* and *Salter* will dock from the Cosmopolitan Dock this afternoon.

A SCHOOL teacher asserts that scholars who have access to newspapers at home outstrip those in their studies who do not see the papers, becoming better readers and spellers, better grammarians and writing the best compositions, besides learning geography and history quicker. Now is the time to subscribe to the *Telegraph*.

It is now proposed, in England, to build steam fire engines with separate and disconnected boilers. It is claimed by the builder that two horses cannot haul more machinery upon four wheels than is massed in the present steam fire engines, and this puts a limit to the increase of power. But by the change suggested the power can be trebled with only double the number of horses.

AUGUSTO ROBERTS, Richard Ramiro Roberts, and Charles Roberts, salesman, clerk and school boy respectively, were charged before Captain Thosett this morning with assaulting a shoemaker. It appears the shoemaker went to the defendants' house to collect money which their sister owed him from last year. The Celatol on being told that the party was not at home, took unwarrentable liberties and commenced looking for the missing lady underneath the bedstead. Upon this the brother came and ordered Mr. Chan Ahoi away when he refused to clear and showed fight, and actually struck the first blow. His Worship discharged the defendants.

THE Anglo-Swiss bell ringers and Combination Concert Company gave a performance in the Garrison Theatre on Saturday evening last to a large and appreciative audience. The lengthy programme was gone through in a most admirable manner, the performers being loudly applauded. Want of space prevents our criticising the performance in detail but we may mention that Mr. G. H. Carter was encored three times for his humorous rendering of the comic duet "The villain still pursued her." The Darow brothers came out in quite a new line and kept the audience in one continuous roar of laughter by their characteristic Irish sketches and jigs. Mr. Harland's ballads were well received and Mr. Davies lent effect well to the pianoforte. Mr. Hector Lacie and his wooden headed family proved a great attraction, and we can safely say that a better performance has never been seen in the Garrison Theatre than that of Saturday last.

A REGULAR Lodge of Perseverance, No. 165, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely.

Mr. H. J. H. Tripp, the Agent of the Mitau Bish Mail Co. at this port, received a telegram from Kobe this forenoon containing some further particulars concerning the steamer *Sundia Maru*, whose loss was reported on Saturday. The steamer, it seems, is ashore at the Black Rock, Shimoneki Straits, and it is feared that she will become a total loss. All lives, the mails, and also the treasure on board have fortunately been saved. Every possible effort is still being made to save the ship and cargo.

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TO MACAO AND BACK IN THE "HONAM."

(BY OUR HOLIDAY SPECIAL.)

Your "Holiday Special" was greatly pleased about the middle of last week to see it announced in the paper that the Steamboat Company were to run the *Honam* to Macao and back on Sunday, the 17th, with the passage fare reduced to the modest sum of two Mexican pesos, so as to enable all and sundry of the toilers of the Colony to enjoy a sniff of the "caller's" a very great boon indeed to many who cannot afford the luxury of going over at the ordinary rate. You said so much in one of your leading articles last week about the advisability of the Steamboat Company making the Sunday trip a regular institution, that I need not touch on the matter here further than to say that I think the majority of the hard workers, who cannot leave the Colony any other day, are with you in your idea.

The complimentary ticket (price two dollars) you were kind enough to forward with your request that I should "do" the trip for you was received all right, but I failed to find in the sealed cover the ten dollars you mentioned, as a contribution towards my expenses on the journey, and so have come to the conclusion that you inadvertently placed the money on the top of the "pianer" instead of putting it in the envelope. However, that is a mere nothing as I know you will readily ante up the amount named (by bearer, please) when you discover your error. I was down at the Company's wharf on the Praia in good time as usual, rigged out in my best togs, and although my boots are getting rather frail, I do not think they were painfully conspicuous after the car my ring-dalled rooster of a "boy" had taken to turn me out the respectable representative of an eminently respectable journal. Funtastically at the advertised time the paddles of the gigantic steamer began to turn, Captain Tom Benning giving the tip to the greaser in charge of the engines immediately eight bells went. There was no delay in getting the *Honam* under weigh, and she went bang off like—no, not like Luxons at par, or so much premium—but like a trim little one in the hands of a game and as jolly an old skipper as "e'er the salt seas sailed," or fresh seas either so far as that I concerned, and if anybody wants to argue the point and his weight is anyways handy to six score pounds, perhaps you might arrange a Sullivan & Mitchell show on a small scale. However, after seeing the vessel safely up, I took a cruise round to see who was on board and what was going on. Nearly everybody, always excepting the "unco' guid," had determined to take advantage of the cheap trip and the crowd, numbering about four hundred, embraced a wide range of professions, bairns, heads and snuffebusters, who were much more employed

demand as promptly as could be desired. I am sorry that the use of charcoal will not begin until about the end of the present year, but when completed we shall be free from the Chinese "ring" and be able to supply all sorts of sugar for export or for home consumption. We have placed the *China*, one of the largest firms in the Philippines, whose position justifies every confidence. Mr. W. Legge proposed that the proposal of the General Agents in the interests of the Company be approved of by the shareholders, coupled with thanks for the information given of the company's business. Mr. H. G. James seconded the proposal, which was carried unanimously. This concluded the business.

THE HANKOW TEA SEASON.

[FROM A CORRESPONDENT.]

Hankow, 9th June, 1883. The tea season is now practically at an end at this port; our leading chaaeas have gone down the river, and our budi is rapidly resuming its normal aspect of a fashionable watering-place in the dull season. The river has ceased rising and the current has slackened considerably, seeming to show that the water is dammed up below, probably by the discharge from the Poyang Lake. The usual number of anchors has been lost, the *Gaelic* having been detained a whole day trying in vain to recover one that had become embedded in the mud. The *Loudoun Castle*, after carrying away one of her, came near falling foul of the fleet moored astern of her, and had to bring up on the other side of the river, a circumstance about which our worthy Commissioner of Customs was much exercised, the harbour limit only extending half-way across the stream. There is no doubt but that were this any other country but China, a land ruled by an ignorant autocracy, the tea fleet which comes up the river each year to await the opening of the season would be allowed to moor in the slack water on the opposite shore, each vessel coming across to the Hankow side only as wanted to load instead of, as now, being compelled by the regulations to anchor in the full force of the current. Ten steamers have now sailed, leaving still six in port. When all were here together they formed a magnificent spectacle, so fine a fleet being rarely collected in one spot, freely anchored in the open with nothing to hamper the view; and certainly no other river in the world could offer the spectacle at a distance of six hundred miles from the sea. In addition to this, the mercantile fleet, we have been also favoured with the presence of two men-of-war, one English and one Russian. The *Kestrel* made but a short stay, but the *Merge* is still with us.

The rush to buy and ship tea has been as great as ever, and the opinions on the probable result as varied. The season opened with a dispute between the foreign buyers' and the native sellers in regard to the new rules for weighing laid down by the Tea Guild, and much discussion took place before an agreement was come to; indeed the dispute may be said to have settled itself, for such was the eagerness of our largest buying house here to be first in on any terms, that although at the Club meeting called to discuss the Chinese terms, the proposer and seconder of the resolution not to accept them were inmates of this very hotel, yet report has it that no sooner was the meeting over than they at once wired in the native terms, leaving a competing house, the next largest buyer here, to be tabooed by the Chinamen as a reward for their loyalty. The taboo was removed on the second day but not before the rival firm had gained a start in loading their steamers, a start which the tabooed firm never recovered. However, apart from these troubles, which seem inevitable wherever the guileless foreigner attempts a combination against the wily Celestial, it is gratifying to see an end put to the iniquitous system of weighing that has prevailed at this port during the last few seasons. Everybody is now placed on an equal footing, and the old unseemly quarrels over the scale are now happily at an end, I doubt, however, if the absence this year of the old four or five per cent gain in weight has been allowed for in settling the prices. These have, if anything, been more irregular than usual, and although in the first few days, some nice plums were picked up, yet generally prices show little reduction on last year; indeed, taking quality into account I think, myself, the cost is actually higher for both fine and common. Of really fine teas, as far as I have seen, the crop does not contain a single specimen, the Chinese having at last found out that it does not pay to make fine teas any more. Even the Russians seem to have given up drinking fine tea, and those who cater for their wants at this port have apparently found out that by judicious mixing, their place can be supplied at a much reduced cost. Hence we have what is called a good all round dealers' crop, which would seem to mean a crop suitable for diluting or adulterating Indian tea.

The crop thus far is slightly under last year's in quantity, as being as yet only 800,000 half-chests against 850,000 at this date last year; on the other hand the Russians have bought much less than usual, so that the supply to London will show no diminution. Notwithstanding this fact the market has advanced during the last few days one to two taels, owing to a desire to secure tea for price with which to fill the three steamers still loading. Traders are wisely restraining from premature shipments to Shanghai this year, as they will be experienced that the buying on this market is of a far more eager nature.

The picking of the second crop in the country has commenced under favourable circumstances of both weather and finance. The rain ceased at the right moment about a week ago and we have had uninterrupted fine weather ever since, while the cost of tea is likely to be low owing to several packers of first crop being fortunately incapacitated from further operations. Musters of these teas are expected to be down in a week's time. The *Belgic* and *Albany* cleared to-day, the *Masala* is full, and we have now no steamer left on the berth. A steamer coming up here to load now could command a better freight than that at which the later steamers have all filled, viz.: fifty shillings. Unless the Chinese ship it all down to your market there is more than enough tea here to load another steamer while fresh parcels are arriving daily. *Courier.*

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Nepaul*, with the next English mail, left Singapore for Hongkong on the 15th instant, at 4 p.m., and may be expected here on the 21st.

STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's steamship *Matura* left Singapore for this port on the afternoon of the 12th instant, and may be expected to arrive here on or about the 19th.

The German steamship *Einsiedel* left Sydney for Hongkong, via Queenstown and Port Darwin, on the 16th ultmo., and is expected to arrive here on or about the 24th instant.

The Scottish Oriental Company's steamer *Taichow* left Glasgow on the 17th May, and may be expected to arrive here about the 4th July.

SHANGHAI.

We hear that there is no truth in the announcement made some days ago that His Excellency Tao Tsung-tang was likely to come to Shanghai to consult with Li Hung-chang on the Annam question.

It was reported that the *Catherina II.*, from Hankow, was ashore a short distance from the *Triumph*. She has since got off and arrived at Woosung to-day, the 13th inst.

The *Kungwo*, having gone on Saturday to render assistance to the *Triumph*, returned to port to-day, the 13th instant. The *Kungwo* is lying between Collyer's Dock and the Camp Hotel.

From inquiries we have made to-day, (June 13th) we have good reason to believe that no more Chinese soldiers will come into the Settlement, either for transportation or for any other purposes, than the body guard of Li Hung-chang. There is now no more cause for alarm than there has been during the two weeks that Li Hung-chang and his retinue have been staying in the Kukkiang Road.

Under date of the 6th inst., our Chinkiang correspondent wrote that two steamers had passed down the Yangtze, laden with troops, their destination being unknown. We now hear that the two vessels referred to were the Chinese gunboats that arrived here two days ago. The troops were from Nanking, and it is said they have been sent to the Arsenal, where they are being drilled by foreigners. *Courier.*

The steamship *Albany* cleared at Hankow on Saturday last, but was re-entered, for the purpose of taking in further cargo, and was then expected to leave Hankow to-day. The *Hesperia* was also in port.

We say by mistake in our numbers of the 8th and 9th inst. that the Grand Secretary Li Hung-chang had several interviews with Messrs. Tricou and Bourc. We are now in a position to state that Mr. Bourc did not assist at any of these interviews, and that since his arrival at Shanghai he has not seen the Grand Secretary Li.

We understand the French are keeping a watchful lookout for the Chinese ironclads, which are shortly to start from Stettin. If China goes to war with France, the ironclads will have a difficult passage. The German naval officers, Baron Nosilly and others, who are coming out to relieve the crew of German man-of-war here, will have to land at the first port.

We hear that when Li Hung-chang wanted to talk about Annam with Mr. Tricou, the Minister asked to see Li's powers, when Li said that powers were not given to him *de facto* powers, by the way, Li's powers as Imperial Commissioner for Liang-Kwang and Yun-kwei, which were issued on the 1st day of the last Chinese month, seem to be kept secret. We told our readers that we should be able to give a translation when they arrived, but we have not been able to get a copy.

The affair of the disgraceful piracy of the Netherlandish schooner *Mataran* is becoming a serious matter. It is sent down from Peking to Shanghai to be dealt with. It meets with most discreditable vacillation from the Chinese authorities here, there are 12 Chinese men-of-war in port here, and not one could be spared to be sent to the assistance of the *Mataran*.

The Superintendent of Trade for the Southern ports has been applied to, but no reply has yet been received. The Imperial Commissioner for the Liang-Kwang and Yun-kwei provinces is here; the scene of the disgraceful piracy is in his present jurisdiction; he was very much annoyed that no man-of-war could be spared. In the meantime the *looted* vessel, and shipwrecked crew, who had been robbed of their last meal, were towed into port by a British steamer. We understand that since the Chinese Navy is insufficient to protect their own waters from piracy, a Netherlandish man-of-war made but a short stay, but the *Marge* is still with us.

The rush to buy and ship tea has been as great as ever, and the opinions on the probable result as varied. The season opened with a dispute between the foreign buyers' and the native sellers in regard to the new rules for weighing laid down by the Tea Guild, and much discussion took place before an agreement was come to; indeed the dispute may be said to have settled itself, for such was the eagerness of our largest buying house here to be first in on any terms, that although at the Club meeting called to discuss the Chinese terms, the proposer and seconder of the resolution not to accept them were inmates of this very hotel, yet report has it that no sooner was the meeting over than they at once wired in the native terms, leaving a competing house, the next largest buyer here, to be tabooed by the Chinamen as a reward for their loyalty.

The taboo was removed on the second day but not before the rival firm had gained a start in loading their steamers, a start which the tabooed firm never recovered.

However, apart from these troubles, which seem inevitable wherever the guileless foreigner attempts a combination against the wily Celestial, it is gratifying to see an end put to the iniquitous system of weighing that has prevailed at this port during the last few seasons.

Everybody is now placed on an equal footing, and the old unseemly quarrels over the scale are now happily at an end, I doubt, however, if the absence this year of the old four or five per cent gain in weight has been allowed for in settling the prices.

These have, if anything, been more irregular than usual, and although in the first few days, some nice plums were picked up, yet generally prices show little reduction on last year; indeed, taking quality into account I think, myself, the cost is actually higher for both fine and common.

Of really fine teas, as far as I have seen, the crop does not contain a single specimen, the Chinese having at last found out that it does not pay to make fine teas any more.

Even the Russians seem to have given up drinking fine tea, and those who cater for their wants at this port have apparently found out that by judicious mixing, their place can be supplied at a much reduced cost.

Hence we have what is called a good all round dealers' crop, which would seem to mean a crop suitable for diluting or adulterating Indian tea.

The crop thus far is slightly under last year's in quantity, as being as yet only 800,000 half-chests against 850,000 at this date last year; on the other hand the Russians have bought much less than usual, so that the supply to London will show no diminution.

Notwithstanding this fact the market has advanced during the last few days one to two taels, owing to a desire to secure tea for price with which to fill the three steamers still loading.

Traders are wisely restraining from premature shipments to Shanghai this year, as they will be experienced that the buying on this market is of a far more eager nature.

The picking of the second crop in the country has commenced under favourable circumstances of both weather and finance. The rain ceased at the right moment about a week ago and we have had uninterrupted fine weather ever since, while the cost of tea is likely to be low owing to several packers of first crop being fortunately incapacitated from further operations.

Musters of these teas are expected to be down in a week's time. The *Belgic* and *Albany* cleared to-day, the *Masala* is full, and we have now no steamer left on the berth.

A steamer coming up here to load now could command a better freight than that at which the later steamers have all filled, viz.: fifty shillings.

Unless the Chinese ship it all down to your market there is more than enough tea here to load another steamer while fresh parcels are arriving daily. *Courier.*

CHEFOO.

[FROM OUR CORRESPONDENT.]

June 13th, 1883.

The Tai-Chow pirate chief and some of his followers emerged from their mountain homes outside of the City of Tai-Chow last Wednesday. They had "got wind" of official baggage and dollars having to cross the hills into the city; they came out to intercept them but were just one day too late. The redoubtable chief is gaining rather than losing his hold on the peasantry. A report (true or false) is calculated to further augment his popularity with the populace. A small tradesman said to be oppressive to those who got into his power, who refused to help anyone in their poverty or affliction, was getting money fast!

About the end of the year Ching-yu-chen visited him, relieved him of all his dollars and spare cash, and then told him it was punishment for opposing the poor.

We have had two fires in the city, one destroying a temple, and the other a number of houses.

To-day, the temperature has gone down to 70° in the shade, with the usual accompaniment of rain. *Courier.*

NINGPO.

[FROM A CORRESPONDENT.]

June 13th, 1883.

The Tai-Chow pirate chief and some of his followers emerged from their mountain homes outside of the City of Tai-Chow last Wednesday. They had "got wind" of official baggage and dollars having to cross the hills into the city; they came out to intercept them but were just one day too late. The redoubtable chief is gaining rather than losing his hold on the peasantry. A report (true or false) is calculated to further augment his popularity with the populace. A small tradesman said to be oppressive to those who got into his power, who refused to help anyone in their poverty or affliction, was getting money fast!

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To-day, the temperature has gone down to 70° in the shade, with the usual accompaniment of rain. *Courier.*

CHIPOO.

[FROM OUR CORRESPONDENT.]

June 13th, 1883.

On the 1st a formal preliminary enquiry was held at the British Consulate here, for the purpose of ascertaining if the Captain of the *Cathay* was to blame for the collision between his ship and the steamer *Hing-sing*. The Captain's certificate was returned to him, but as I hear no positive decision was given, it is probable a further investigation will take place at Shanghai.

On the 20th, Mr. Brennan arrived to take charge of the British Consulate, so, for once, we are favoured with a gentleman of marked ability and yet not devoted to any particular object. Specialists of one kind or another have had a fair amount of play here, and although some have been useful men, no doubt, in a small community like ours, a gentleman in a Consul's position and possessing a hobby is too often tempted to trot it out, and neglect the welfare of his nationals.

A very rapid change in the temperature took place yesterday from 60° in the morning to 90° at noon; on a sudden change of wind, a rise of 10° occurred in a few minutes, but our Chefoo heat lasts only a few hours and is generally tempered by a breeze.

The late sown wheat crop is ruined, but the bulk of the crop promises a fair yield.

The Chinese gunboat *Han-pan* arrived on the 10th from Corea, and left again yesterday.

HONGKONG TEMPERATURE.

[From Messrs. FALCONER & CO.'s Register.]

	TO-DAY.	YESTERDAY.	LAST WEEK.
Barometer—P.M.	30.012	30.014	30.012
Thermometer—P.M.	85	85	85
Thermometer—A.M.	75	75	75
Thermometer—P.M. (Wet bulb)	75	75	75
Thermometer—P.M. (Dry bulb)	75	75	75
Thermometer—Max.	84	84	84
Thermometer—Min. (over night)	77	77	77

TIENTSIN.

June 1st, 1883.

Owing to the absence of H.E. Li Hung-chang, our port has been unusually quiet, and whatever exciting rumours have reached us, have generally come from Peking. The latest rumour is that His Excellency's enemies in Peking, both numerous and great, were anxious to press him into taking a hostile attitude towards France, clearly foretelling that such a position would be untenable, and one from which he would finally have to recede with the best grace he could. China is not in a position to wheel her army into the frontier of Yunnan, or take any close view of the colour of Frenchmen's moustaches.

This would afford Li's enemies the opportunity they have long sought for, of denouncing him to the Emperor, and showing that in every important affair connected with foreigners, as soon as ever he sees the dazzling appearance of their teeth, his back-bone becomes limp, he suddenly weakens, feels sick, and sits down, thus charging him with feeble negotiations with England, Japan, Korea and now France, and so send him in his old age into obscurity and disgrace, an end to a distinguished soldier-statesman not to be wished, while his rival Tso has always succeeded in his conduct of affairs.

This morning we hear Li has seized old father

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DAMON."

Captain Cullen, will be despatched for the above Port, TO-DAY, the 18th instant, at 5 P.M.

For Freight or Passage, apply to

RUSSELL & CO.,

## Commercial.

THIS DAY.

Noon.

The renewed firmness of Banks has been the most noteworthy feature of this morning's share business. Both for cash and the end of the month, sales have been booked at the increased rate of 193 per cent. premium, the stock leaving off decidedly firm. As we anticipated some days ago, Hongkong Fires have steadily increased in public favor; cash buyers vainly offer 132½ this morning, and there are rumours about that 1350 for the end of the month has been offered and refused. China Fires are also much firmer; business has been put through at 375, and there are further buyers at the rate. Steamboats remain in good demand at 46 per share premium. China Sugars are on the market at 190, but so far nothing has been done in the shape of actual transfers. A few Luzons have been negotiated at 78 for cash, but there are plenty more shares on offer at that quotation. The Hongkong Ice Company's scrip is considerably weaker, sellers offering to arrange at 163, and probably a lower figure would be accepted.

4 o'clock p.m.

Since noon a sale of China Traders' at 247½ has been booked, buyers offering to go on at that figure. Hongkong Fires are on the upward journey being in request at the increased rate of 81340 per share. Docks are much firmer and are wanted at quotation. No further business has been done in Luzons. Other stocks remain as per annexed list.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue

151 per cent. premium.

Hongkong and Shanghai Bank—New Issue

152 per cent. premium.

Union Insurance Society of Canton—\$600 per share, sales and buyers.

China Traders' Insurance Company—\$2,475 per share, sale and buyers.

North China Insurance—Tls. 1,500 per share.

Canton Insurance Company, Limited—\$120 per share, buyers.

Hongkong Fire Insurance Company—\$1,340 per share, buyers.

China Fire Insurance Company—\$375 per share, sales and buyers.

Hongkong and Whampoa Dock Company—53 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$16 per share, premium, buyers.

China and Manilla Steam Ship Company—120 per share.

Hongkong Gas Company—\$80 per share.

Hongkong Hotel Company—\$175 per share, sellers.

Indo-China Steam Navigation Company, Limited—10 per cent. dis., sellers.

China Sugar Refining Company, Limited—\$190 per share, sellers.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—\$78 per share, sellers.

Hongkong Ice Company—\$163 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—1½ percent prem. ex. int.

Chinese Imperial Loan of 1881—3 percent prem. sales.

## EXCHANGE.

ON LONDON.—Bank, T. T. .... 3/7

Bank Bills, on demand ..... 3/7

Bank Bills, at 30 days' sight ..... 3/7

Credits, at 4 months' sight ..... 3/8

Documentary Bills, at 4 months' sight ..... 3/8

3/8 1/2 @ 3/8

## OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, 8530

(Allowance, Taels 12.)

OLD MALWA ..... per picul, 8555

(Allowance, Taels 40.)

NEW PATNA ..... per chest, 8616

(First choice) ... per chest, 8600

OLD PATNA (second choice) per chest, 8600

OLD PATNA (bottom) ..... per chest, 8602

OLD PATNA (without choice) per chest ..... 8592

NEW BENARES (high touch) per chest, 8580

NEW BENARES (low touch) per chest, 8570

NEW PERSIAN ..... per picul, 8425

(Allowance, Taels 24.)

OLD PERSIAN ..... per picul, 8375

(Allowance, Taels 8.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

HONO-  
KONG. AMER. SHANG.  
MANILA.THERMOM-  
ETER, A.C.

BAROMETER.

## Shipping.

ARRIVALS.

**SHIPPING IN HONGKONG.**

**STEAMERS.**

**EGYPT.** British steamer, 435. A. Garceau, 16th June.—Haiphong 13th June, and How 15th, General.—Shing Loong & Co.

**VESTASIAN.** British steamer, 791. Alfred Speller, 16th June.—Saigon 11th June, Rice and Paddy.—Captain.

**GLAUCUS.** British steamer, 1,647. Jackson, 16th June.—Liverpool 3rd May, and Singapore 10th June, General.—Butterfield & Swire.

**THREE BROTHERS.** Brit. bark, 366. H. Kahlke, 17th June.—Quinhon 7th June, General.—Ec Ty.

**ALVIN'S ISLE.** British steamer, 360. C. Burgess, 17th June.—King George's Sound (W.A.), 1st May, Sandalwood.—Gilmour & Co.

**KWANTUNG.** British steamer, 674. M. Young, 17th June.—Foochow 14th June, Amoy 15th, and Swatow 16th, General.—D. Laprade & Co.

**KUSHIMOTO MARU.** Japanese steamer, 1,400. Drummond, 17th June.—Kobe 6th June, and Nagasaki 12th, General.—Mitsubishi S. Co.

**GLENGARRY.** British steamer, 1,035. A. Taylor, 17th June.—London 6th May, and Singapore 11th June, General.—Jardine, Matheson & Co.

**DAUNEDE.** British steamer, 561. R. Jones, 17th June.—Bangkok 10th June, Rice and General.—Yach Fat Hong.

**FU-YEW.** Chinese steamer, 920. Crook, 17th June.—Shanghai 14th June, General.—C. M. S. N. Co.

**ESMERALDA.** British steamer, 395. G. Wright, 18th June.—Manila 15th June, General.—Russell & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**

**Glaucus.** British steamer, for Amoy.

**Diamante.** British steamer, for Manila.

**Thales.** British steamer, for Swatow.

**Emily.** Spanish steamer, for Manila.

**Glenarry.** British steamer, for Shanghai.

**DEPARTURES.**

**June 17.** **Namo.** British str. for Swatow, &c. 17th June.—**Poang.** British steamer, for Shanghai.

**June 17.** **C. T. Hook.** British steamer, for Nagasaki.

**June 17.** **Petah.** British steamer, for Shanghai.

**June 18.** **Hainan.** British str. for Hoochow.

**June 18.** **Thales.** British steamer, for Swatow.

**June 18.** **Emily.** Spanish steamer, for Manila.

**PASSENGERS ARRIVED.**

Per **Danube**, str. from Bangkok.—Mr. Ross, and 18 Chinese.

Per **Kwunlung**, str. from Foochow, &c.—Captain Hertberg, and 147 Chinese.

Per **Kumamoto Maru**, str. from Kobe, &c.—3 Chinese and 3 Japanese.

Per **Glenarry**, str. from London.—Miss A. Allen, Miss F. Maynard, and Mr. Yeh Cha Sang, from Singapore; 208 Chinese.

Per **Vephanian**, str. from Saigon.—20 Chinese.

Per **Poo-chi**, str. from Pahkoh.—36 Chinese.

Per **Esmeralda**, str. from Manila.—Mr. R. M. Wenley, and 191 Chinese.

Per **Fu-yew**, str. from Shanghai.—103 Chinese.

Per **Anton**, str. from Hoochow.—30 Chinese.

**REPORTS.**

The British steamship **Emeralda** reports left Manila on the 15th instant. Had fine weather and light winds throughout the passage.

The Chinese steamship **Fu-yew** reports left Shanghai on the 14th instant. Had dull rainy weather with light variable winds throughout.

The German steamship **Anton** reports left Hoochow on the 16th instant. Had strong South Easterly winds and heavy cross sea all the way up.

The British steamship **Glenarry** reports left London on the 6th May, and Singapore on the 11th instant. Had fine weather and smooth sea throughout.

The Japanese steamship **Kumamoto Maru** reports left Kobe on the 9th instant, and Nagasaki on the 12th. Had moderate N.E. winds and hazy sea to part.

The British steamship **Vephanian** reports left Saigon on Monday, the 11th instant. Had moderate S.W. winds to lat. 16 N.; after which, had light N.E. winds with a very heavy swell. Passed a P. & O. steamer, all well.

The British bark **Three Brothers** reports left Quinhon on the 7th instant. The first part of the passage had light Southerly winds and fine weather. On the 14th had thick cloudy weather and strong breeze from the N.E. till arrival.

The Chinese steamship **Poo-chi** reports left Pahkoh on the 15th instant. The first part had light Easterly breeze and fine clear weather to Hainan. From Hainan to port had strong Southerly breeze and hazy weather with much rain during the latter part.

The British steamship **Vephanian** reports left Saigon on Monday, the 11th instant. Had moderate S.W. winds to lat. 16 N.; after which, had light N.E. winds with a very heavy swell. Passed a P. & O. steamer, all well.

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The Chinese steamship **Poo-chi** reports left Pahkoh on the 15th instant. The first part had light Easterly breeze and fine clear weather to Hainan. From Hainan to port had strong Southerly breeze and hazy weather with much rain during the latter part.

The British steamship **Kwunlung** reports left Foochow on the 14th instant. Amoy on the 15th, and Swatow on the 16th. From Foochow to Amoy had fresh N.E. breeze and cloudy weather. From Amoy to Swatow had fresh N.E. breeze with rain at times. From Swatow to Cheling Point had light variable airs and fine weather; from thence to port had moderate Southerly breeze with rain at times. In Foochow the steamships **Glenarry**, **Glenary**, **Afghan**, **Killarney**, **Penang**, and **Brentwood**, **Koskin**, **Catterline**, **Penang**, and **Brentwood**, **Osborn**, in Amoy, the steamship **China**. In Swatow the steamships **Changchow**, **Kwongtung**, **Alatana**, **Santung**, **Camaria**, **Wooching**, **Serwo**, **Tientan**, **H.M.S. Esphir**.

## Post Office.

A MAIL WILL CLOSE

For Amoy and Shanghai.—Per **Glaucus**, to-day, the 18th instant, at 5 P.M.For Hoochow and Haiphong.—Per **Saltes**, to-morrow, the 19th instant, at 7:30 A.M.For Shanghai.—Per **Peking**, to-morrow, the 19th instant, at 1:30 P.M.For Amoy.—Per **Emeralda**, to-morrow, the 19th instant, at 1:30 P.M.For Salong.—Per **Crusader**, to-morrow, the 19th instant, at 3:30 P.M.For Swatow, Amoy, & Foochow.—Per **Kwunlung**, on Wednesday, the 20th instant, at 11:30 A.M.For Penang.—Per **Vortigern**, on Wednesday, the 20th instant, at 3:30 P.M.For Nagasaki and Kobe.—Per **Kumamoto Maru**, on Friday, the 22nd instant, at 3:30 P.M.For Kudat and Sandakan.—Per **Thales**, on Friday, the 22nd instant, at 3:30 P.M.For Penang.—Per **Vortigern**, on Wednesday, the 20th instant, at 11:30 A.M.For Port Darwin, Brisbane, Sydney, and Melbourne.—Per **Whampoa**, on Monday, the 2nd July, at 3:30 P.M.For Nagasaki and Yokohama.—Per **Zambesi**, on Saturday, the 23rd instant, at 11:30 A.M.For Port Darwin, Brisbane, Sydney, and Melbourne.—Per **Whampoa**, on Monday, the 2nd July, at 3:30 P.M.

Barometer, level of the sea in inches, tent and hundredths. Thermometer, level of the sea in tent and hundredths. Wind, direction and force, force in tent and hundredths. Wind is registered every two points N., N.N.E., E.N.E., etc. Force of Wind, 0—calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 strong, 7 to 9 very strong, 9 to 11 violent. State of Water, 0—clear blue sky, 2—cloudy, 3—dark, 4—black, 5—black, 6—dark, 7—black, 8—black, 9—black, 10—black, 11—black, 12—black, 13—black, 14—black, 15—black, 16—black, 17—black, 18—black, 19—black, 20—black, 21—black, 22—black, 23—black, 24—black, 25—black, 26—black, 27—black, 28—black, 29—black, 30—black, 31—black, 32—black, 33—black, 34—black, 35—black, 36—black, 37—black, 38—black, 39—black, 40—black, 41—black, 42—black, 43—black, 44—black, 45—black, 46—black, 47—black, 48—black, 49—black, 50—black, 51—black, 52—black, 53—black, 54—black, 55—black, 56—black, 57—black, 58—black, 59—black, 60—black, 61—black, 62—black, 63—black, 64—black, 65—black, 66—black, 67—black, 68—black, 69—black, 70—black, 71—black, 72—black, 73—black, 74—black, 75—black, 76—black, 77—black, 78—black, 79—black, 80—black, 81—black, 82—black, 83—black, 84—black, 85—black, 86—black, 87—black, 88—black, 89—black, 90—black, 91—black, 92—black, 93—black, 94—black, 95—black, 96—black, 97—black, 98—black, 99—black, 100—black, 101—black, 102—black, 103—black, 104—black, 105—black, 106—black, 107—black, 108—black, 109—black, 110—black, 111—black, 112—black, 113—black, 114—black, 115—black, 116—black, 117—black, 118—black, 119—black, 120—black, 121—black, 122—black, 123—black, 124—black, 125—black, 126—black, 127—black, 128—black, 129—black, 130—black, 131—black, 132—black, 133—black, 134—black, 135—black, 136—black, 137—black, 138—black, 139—black, 140—black, 141—black, 142—black, 143—black, 144—black, 145—black, 146—black, 147—black, 148—black, 149—black, 150—black, 151—black, 152—black, 153—black, 154—black, 155—black, 156—black, 157—black, 158—black, 159—black, 160—black, 161—black, 162—black, 163—black, 164—black, 165—black, 166—black, 167—black, 168—black, 169—black, 170—black, 171—black, 172—black, 173—black, 174—black, 175—black, 176—black, 177—black, 178—black, 179—black, 180—black, 181—black, 182—black, 183—black, 184—black, 185—black, 186—black, 187—black, 188—black, 189—black, 190—black, 191—black, 192—black, 193—black, 194—black, 195—black, 196—black, 197—black, 198—black, 199—black, 200—black, 201—black, 202—black, 203—black, 204—black, 205—black, 206—black, 207—black, 208—black, 209—black, 210—black, 211—black, 212—black, 213—black, 214—black, 215—black, 216—black, 217—black, 218—black, 219—black, 220—black, 221—black, 222—black, 223—black, 224—black, 225—black, 226—black, 227—black, 228—black, 229—black, 230—black, 231—black, 232—black, 233—black, 234—black, 235—black, 236—black, 237—black, 238—black, 239—black, 240—black, 241—black, 242—black, 243—black, 244—black, 245—black, 246—black, 247—black, 248—black, 249—black, 250—black, 251—black, 252—black, 253—black, 254—black, 255—black, 256—black, 257—black, 258—black, 259—black, 260—black, 261—black, 262—black, 263—black, 264—black, 265—black, 266—black, 267—black, 268—black,